

REMARKS

Applicants wish to thank the Examiner for considering the present application. In the Office Action dated April 18, 2005, claims 1-49 are pending in the application. Applicants respectfully request the Examiner for reconsideration of the rejections.

The specification has been amended to replace the attorney docket numbers with the appropriate serial numbers for related applications.

The drawings have been amended. The reference numeral "171" has been removed from Figure 5A. A corrected version of Figure 5A is provided with the reference numeral 172 therein. The specification has also been amended to refer to Figures 5A and 5B.

Claims 1-49 stand rejected under 35 U.S.C. §112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which Applicants regard as the invention. Applicants have amended claims 1, 14, 25, 34, and 41. Applicants believe these amendments overcome this rejection.

Claims 1-10, 12-23, 25, 26, 30-33, 41-45, and 47 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Wessman* (6,612,394) in view of *Nagai* (5,016,910). Claim 1 is directed to a method of controlling an automotive vehicle that includes detecting a parking mode; in the parking mode, applying brake-steer at a first wheel to reduce a vehicle turning radius; and simultaneously with the step of applying brake-steer, increasing a normal load on at least one of the wheels.

Applicants have reviewed the *Wessman* reference and can find no teaching or suggestion for detecting a parking mode. Applicants have performed a word scan on the document and cannot find the word park anywhere in the patent. Applicants do admit that some form of brake-steer is being applied. No teaching or suggestion is provided in the *Wessman* reference for increasing a normal load on a wheel of the vehicle during brake-steer.

The *Nagai* reference teaches a suspension cylinder control system for a motor vehicle. The Examiner points to increasing the normal load by pointing to the pressure sensor 6. Overall, the *Nagai* reference teaches a method for preventing body roll occurring when a vehicle is rounding a curve at a high speed. Body roll is the amount the body moves relative to the suspension of the vehicle. No teaching or suggestion is found in Col. 1, line 55 through Col. 2, line 37, for increasing the normal load on the vehicle wheels. A signal to increase the damping force of the suspension cylinders in accordance with the steering angle velocity is set forth in Col. 2, lines 15-19. However, no increasing of the normal load is found. Furthermore, no teaching or suggestion is found for brake-steer in the *Nagai* reference. Applicants therefore respectfully submit that no teaching or suggestion is provided for the combination of the references. Also, the references do not teach what the Examiner has proposed. That is, the *Wessman* reference fails to teach detecting a parking mode and the *Nagai* reference fails to teach increasing a normal load. Applicants therefore respectfully request that the Examiner reconsider the rejections of these claims.

Claim 14 is another independent claim similar to claim 1 and therefore claim 14 is also believed to be allowable for the same reasons set forth above.

Claim 25 recites applying brake-steer to the vehicle wheels in response to the parking mode and vehicle loading condition. Applicants can find no teaching or suggestion for this combination as mentioned above.

Claim 34 is also an independent claim and has similar limitations to those set forth above. Applicants respectfully believe claim 34 is also allowable.

Claim 41 is also an independent claim and recites that the controller applies brakes to the vehicle wheels in response to the parking mode and the vehicle loading condition. Applicants respectfully submit that this combination is not taught or suggested in the references.

Claims 2-10, 12, 13, 15-23, 26, 30-33, 42-45, and 47 are dependent upon their allowable independent claims and are therefore allowable.

Claims 34-40 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Wessman* in view of *Nagai* in further view of *Schmitt* (6,456,924) and *Krueger* (6,481,806).

Claims 34-40 specifically recite detecting a parking mode and in the parking mode applying at least one brake at a first wheel. The method further includes simultaneously with the step of applying one brake applying drive torque to a second wheel and increasing a normal load on at least one rear wheel of the vehicle. As mentioned above, Applicants respectfully submit the *Wessman* reference and the *Nagai* reference do not teach or suggest applying both brake-steer and normal load increases. The *Schmitt* reference and the *Krueger* reference do not teach or suggest the elements missing from the *Wessman* and *Nagai* references. Therefore, claims 34-40 are also believed to be allowable for the same reasons set forth above.

Claims 11, 24, and 27 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Wessman* in view of *Nagai* as applied to claims 1, 14, and 25 above, and in further view of *Schmitt*. As mentioned above, the *Schmitt* reference does not teach or suggest the elements missing from the base claims. Therefore, claims 11, 24, and 27 are believed to be allowable for the same reasons set forth above.

Claims 28, 46, and 49 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Wessman* in view of *Nagai* as applied to claims 5 and 41 above, and further in view of *Kreuger* (6,481,806).

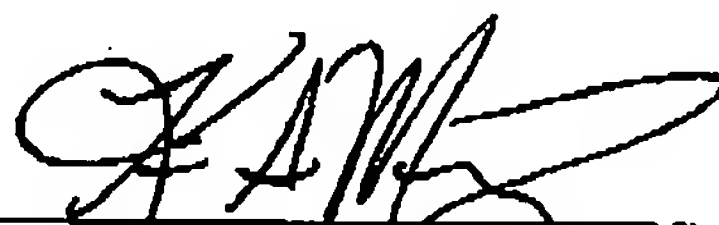
Claim 28 depends on claim 25. Claims 46 and 49 depend from claim 41. Applicants respectfully submit as mentioned above the *Kreuger* reference does not teach or suggest the elements missing from claims 25 and 41. Applicants therefore respectfully request the Examiner to reconsider the rejection of these claims as well.

Claims 29 and 48 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Wessman* in view of *Nagai* as applied to claims 25 and 41 above, and in further view of *Nakamura* (5,408,411). Applicants respectfully traverse.

The *Wessman* and *Nagai* references do not teach or suggest the elements as mentioned above with respect to claim 1. The *Nakamura* reference does not teach or suggest brake-steering or the elements missing from the *Wessman* and *Nagai* references. Applicants therefore respectfully request the Examiner to reconsider this rejection as well.

In light of the above amendments and remarks, Applicants submit that all objections are now overcome. Applicants respectfully submit that the application is now in condition for allowance and expeditious notice thereof is earnestly solicited. Should the Examiner have any questions or comments the Examiner is respectfully requested to call the undersigned attorney. Please charge any fees required in the filing of this amendment to Deposit Account 06-1510.

Respectfully submitted,



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Date: 7-18-2005